

### PEAS IN A POD

Four response boats are moored beneath trailers containing the Vessel of Opportunity Skimming System in the boat basin at ISC San Pedro.

Photo by CWO Lance Jones,  
ISC San Pedro

# Coast Guard

Shield of Freedom



JULY  
2005

## CONVOY OPS

**PORT SECURITY UNIT RECEIVES CONVOY  
TRAINING BEFORE OVERSEAS DEPLOYMENT.**



# Heroes

**The world's best Coast Guard**

Victor Mature



**V**ictor Mature served in the Coast Guard during World War II, enlisting in 1942 and serving for 26 months aboard the CGC Storis in the North Atlantic. He was honorably discharged in 1945 as a chief boatswain's mate. Mature starred in several movies, including "My Darling Clementine," "Samson and Delilah" and "Betrayed." He also toured the country as the leading man in "Tars and SPARS," a stage show to benefit the Coast Guard Emergency Relief Fund.

Story and photo courtesy of Coast Guard Historian



# Coast Guard

U.S. Department of Homeland Security



Homeland  
Security

July 2005

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Check out Coast Guard magazine on the Web.  
[www.uscg.mil/magazine](http://www.uscg.mil/magazine)

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#### On the cover

DC3 Lloyd Robinson dismounts from a seven-ton truck to engage the enemy during a simulated attack. Photo by PA1 Alice Sennott, USCGR

#### KEEPING IT SAFE

A crewmember aboard the CGC Healy, homeported in Seattle, checks the flight deck for debris June 14 about 100 miles north of Barrow, Alaska. Flight crews from Aviation Training Center Mobile, Ala., are working aboard the Healy in support of scientific ice research funded by the National Science Foundation.

Photo by PA2 NyxoLyno Cangemi, 8th Dist.





## UP FRONT

### WHEN DOGS FLY...

ET1 Mike Boyle and his K-9 'Dusty' are lowered to the CGC George Cobb May 24, in a demonstration of the MSST 91103's capabilities. The unit's special response team also inserted onto the cutter as part of the Roguex V exercise held at the Ports of Los Angeles and Long Beach.

PHOTO BY CWO4 LANCE JONES, ISC SAN PEDRO

# UP FRONT









## UP FRONT

### HONORING THE LOST

Coast Guard Commandant Adm. Thomas H. Collins and DHS Secretary Michael Chertoff join a National Park Service Ranger in a Memorial Day ceremony held at the Vietnam Wall in Washington D.C., May 30. During the ceremony, the seven Coast Guard members whose names appear on the wall were honored.

PHOTO BY BARRY BAHLER, DHS



## CGC Jarvis represents CG in Japan, around world

**YOKOHAMA, Japan, May 30** — Following a week of international cooperation and exchange, the crew of the Japan coast guard vessel Amagi turned out in full force to wave farewell to the visiting CGC Jarvis as it sailed for its next port of call. The Jarvis moored in Yokohama for the week, conducting drills and reviews and strengthening the bond between the U.S. and the Japanese coast guards.

The port call in Yokohama marked the start of a three-month patrol to strengthen the cooperation between Japan, China, Korea, Russia, Canada and the United States in patrolling the Pacific Ocean for high seas drift net fishing and other dangerous activities. The Japan coast guard was established in 1948, and built on the model presented by the U.S. Coast Guard. The relationship between the two services is strong and there was an immediate sense of friendship felt by crews from both sides. “The Japanese coast guard was very welcoming, and the receptions provided excellent forums for both countries to interact,” said Ensign Mariette Millson, of the Jarvis.

The Jarvis boarding team members joined Japanese members in a law enforcement demonstration during the week, which highlighted the respective tactics on boarding a hostile vessel.

The Jarvis team members were greeted aboard the Japanese coast guard vessel Izu — and by the Japanese media. Several Jarvis members expressed surprise in the large media showing, saying that while it was a little

disconcerting to have so many cameras flashing, it was hard not to smile at the enthusiasm for the demonstration.

The Jarvis’ crew also participated in the Japanese coast guard’s annual Sea Review, an extensive parade and operational demonstration.

The Jarvis crewmembers, along with thousands of viewers, observed well-orchestrated drills including helicopter operations, fire fighting and maneuverability demonstrations. The crew stood at attention at the rails watching as the Japanese coast guard members demonstrated their capabilities. It was a chance to see how another coast guard operates.

“Japan was wonderful. It was a great chance to work with another country and we both learned a lot from each other,” said Lt. j.g. Carla Longanecker of the Jarvis.

The week was not all work. The Jarvis crew was treated to a reception hosted by the crew of the Amagi, played a friendly game of softball, and in turn hosted a reception aboard the Jarvis. The Jarvis’ cooks gave the Japanese crews a taste of “aloha” by serving Hawaiian dishes. After the receptions, crewmembers were able to get out and explore Japan, with trips to Mt. Fuji, Tokyo Disneyland, Tokyo Tower and other sights. After leaving Japan, the Jarvis set sail for the next port call in South Korea.

Story by 14th Dist. Public Affairs and  
photos by PA1 Amy Thomas, PacArea

*Right:* The Japanese coast guard band welcomes the CGC Jarvis with a rendition of *Semper Paratus* as the cutter pulls into its berth at the Maritime Disaster Prevention Complex in Yokohama, Japan, May 23. The Jarvis is visiting Yokohama as part of a bilateral agreement with Japan.

*Below:* The CGC Jarvis follows behind two Japanese coast guard ships, during the annual Sea Review and Comprehensive Drill in Tokyo May 28. Thousands of spectators turned out for the free public event.



## Coast Guard

America's  
Shield of Freedom

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**Letters to the editor:** Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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## Spot News

### CARIBBEAN SEA, May 23

Crewmembers of the CGC Gallatin, homeported in Charleston, S.C., and their embarked helicopter crew from Helicopter Interdiction Tactical Squadron Jacksonville, seized almost two tons of cocaine May 20 and detained four suspected smugglers aboard a 40-foot go-fast boat in the Colombian Basin. A Gallatin boarding team was dispatched on its Over-the-Horizon pursuit boat to investigate the vessel and crew. After the vessel was determined to be without nationality, the boarding team took control of the go-fast and detained the four suspected smugglers, all claiming Colombian nationality. Once aboard they discovered 60 bales of suspected contraband, later determined to be cocaine.

### CHARLESTON, S.C., June 9

The CGC Oak returned to the former North Charleston Naval Pier Papa today after a three-week trip to deploy two weather data buoys for the National Oceanic and Atmospheric Administration. The Coast Guard and NOAA have partnered to deploy a system of seven

weather buoys in the Atlantic Ocean, Gulf of Mexico and the Caribbean Sea to enhance hurricane monitoring and forecasting. Of the seven buoy stations, the crew of the Oak deployed two off the east coast of Barbados, while the other five buoys were being deployed by NOAA and other Coast Guard cutters.

### NEW ORLEANS, June 5 — A

Coast Guard rescue helicopter crew from Air Station New Orleans rescued two men aboard an unmanned oil rig, 50 miles southeast of the Chandeleur Islands June 5. The men were transiting toward Mobile, Ala., late June 4 when their fishing boat, Sammy Boy, started taking on water. After shooting a flare and attempting a radio call, they each took a life jacket and abandoned ship. The rescue helicopter crew, which was diverted from another search and rescue case, arrived on scene at the oil rig and airlifted the men to Coast Guard Aviation Training Center, Mobile, Ala.

### SEATTLE, May 24 — Two Coast

Guardsmen provided life-saving assistance to victims of a car wreck on the Youngs Bay Bridge, in Oregon, May 24. Coast Guard Seaman Jessica Lount and Seaman Hayley Cosh came upon the head-on crash between a car and a bus. The pair disregarded their own personal safety and entered the mangled car and immediately assisted the victims. An ambulance arrived 30 minutes later as the two continued to assist emergency medical technicians until all the passengers were transported to local medical facilities.

### ANCHORAGE, Alaska, May 27 —

An Auxiliary boat crew from Homer rescued two people whose sailboat capsized near Sadie Cove, nine miles south of Homer. High winds are blamed for the 22-foot boat's capsizing May 27. Neither of the unidentified sailors who were rescued suffered any injuries. After retrieving the people from the water, the Auxiliary crew assisted them in righting the boat and mooring it safely at the owner's home in Sadie Cove.



## WebHot!

<http://www.uscgboating.org>

Summertime is the right time for boating safety. And, the Coast Guard Office of Boating Safety Web site is the best resource for boating safety information. This is the place to learn how to prevent accidents, injuries and fatalities while boating. The site also offers boating safety tips, news, recalls, defects and laws and regulations.

In addition, visitors can learn how to get a free vessel

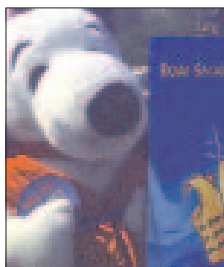
safety check and learn how to take a boating safety course.

Boaters can find out how to obtain commercial licenses, such as a Captain's License, and how to renew or transfer documents.

Additionally, there is information and statistics on boating under the influence, children's safety and carbon monoxide.

So, whether you're a BM who wants a great tool to educate your boating public, a recreational water-lover or a professional mariner, this Web site is a must-see.

Think your Web site is unique? E-mail: [jzettles@comdt.uscg.mil](mailto:jzettles@comdt.uscg.mil)



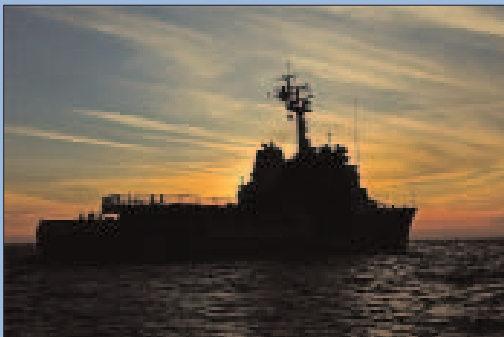


## Small wonder

**BOSTON, May 19** — The CGC Flying Fish, an 87-foot long coastal patrol boat homeported in Boston, enforces the Naval Protection Zone and provides a security umbrella as the USS John F. Kennedy transited into the port of Boston today. The JFK, a 1,052-foot long, all-purpose, multi-mission aircraft carrier homeported in Mayport, Fla., visited Boston in support of Armed Forces Day.

Photo by PA3 Lisa Hennings, 1st Dist.

## That was then, this is now...



PA3 NYOLYNO CANGEMI, 8th Dist.

**NEW ORLEANS, April 27** — The CGC Valiant, homeported in Miami, conducts a law enforcement patrol today in the Gulf of Mexico.

### THEN...

The Valiant played an important role in the 1980 Cuban Boatlift in conjunction with dozens of Coast Guard cutters, small boats, aircrafts, and Navy ships. Then, on June 8, 1990 the Tanker Ship Mega Borg's pump room exploded, leaving the ship on fire and leaking oil. The Valiant's crew mounted an effective fire fighting, salvage and pollution cleanup campaign.

### NOW...

Boarding 27 commercial fishing vessels and two pleasure crafts within 10 days can be quite taxing on any Coast Guard crew. Fortunately, the crew aboard the CGC Valiant, homeported in Miami, rose to the challenge between April 25 and May 5 during a living marine resource patrol in the Gulf of Mexico. In all, the crew of the Valiant cited the vessels with 103 violations, resulting in three vessel terminations. Coast Guard New Orleans orchestrated the operation, which also included personnel from: Stations Grand Isle and Venice, CGCs Razorbill, Sturgeon, Pelican, Air Station New Orleans, and Aviation Training Center Mobile, Ala.



# Lone sailor rescued 800 miles off Calif.



Navy Photo

A smallboat, from the USS Chung-Hoon, surveys the 40-foot, wooden sailboat Camerra after removing the lone sailor from the boat. The sailor, William Peterson, activated his EPIRB which allowed RCC Alameda to coordinate assets for his rescue.

**SAN DIEGO, June 11** — Coast Guard and Navy units coordinated the rescue of a lone sailor 800 miles off the California coast today.

William Peterson was aboard his 40-foot sailboat Camerra and was enroute to San Francisco from Panama when his boat was demasted. Peterson activated his emergency satellite beacon that was received by the Coast Guard.

Coast Guard search-and-rescue operators in Alameda, Calif., requested the AMVER vessel Maresk Garonne to divert towards the reported location of the beacon. The Maresk Garonne searched the reported area with no sighting of any vessels in distress.

A Coast Guard C-130 air-

plane from Sacramento was launched and the USS Chung-Hoon, a Navy destroyer based in Pearl Harbor, Hawaii, was diverted from operations nearby to assist in the search.

The C-130 crew located the sailboat and remained overhead until the Chung-Hoon arrived on scene and rescued the lone sailor.

The Chung-Hoon crew used a small rigid-hull inflatable boat to rescue Peterson from the disabled sailboat. The Navy medical staff aboard the USS Chung-Hoon reported Peterson to be in good condition. Peterson remained aboard the USS Chung-Hoon while the vessel transited towards San Diego.

PADET San Diego



## SAVING LIVES

**GREAT BAHAMAS BANK, Bahamas, May 28** — One-hundred and sixty-two Haitians on a 42-foot sail freighter were intercepted by the CGCs Confidence and Metomkin after being at sea for 10 days. The Haitians were transferred to the Confidence just south of the Great Bahamas Bank near Cape Lobos Light.

Coast Guard photo

## CG unveils new helo

**ATLANTIC CITY, N.J., June 7** — The official ribbon cutting for the new HH-65C Dauphine helicopters was held at Coast Guard Air Station Atlantic City today.

The helicopters will be replacing the HH-65B helicopters as part of the Deepwater Programs modernization and recapitalization of the Coast Guard. Air Station Atlantic City is the first air station in the Coast Guard to receive the new helicopters in time to support the community for the upcoming boating season.

The helicopter was upgraded with Turbomeca Arriel 2C2 turboshaft engines that provide substantial power, flight control and flight safety improvements.

LantArea

## CG Academy graduates 206

**New London, Conn., May 18** — The Coast Guard Academy's 124th Commencement Exercises took place today at the Cadet Memorial Field with 206 cadets graduating, four of whom were international students.

DHS Secretary Michael Chertoff, spoke at the ceremony congratulating the new ensigns on their commissions and praising the missions of their service.

CG Academy

# Convoy training

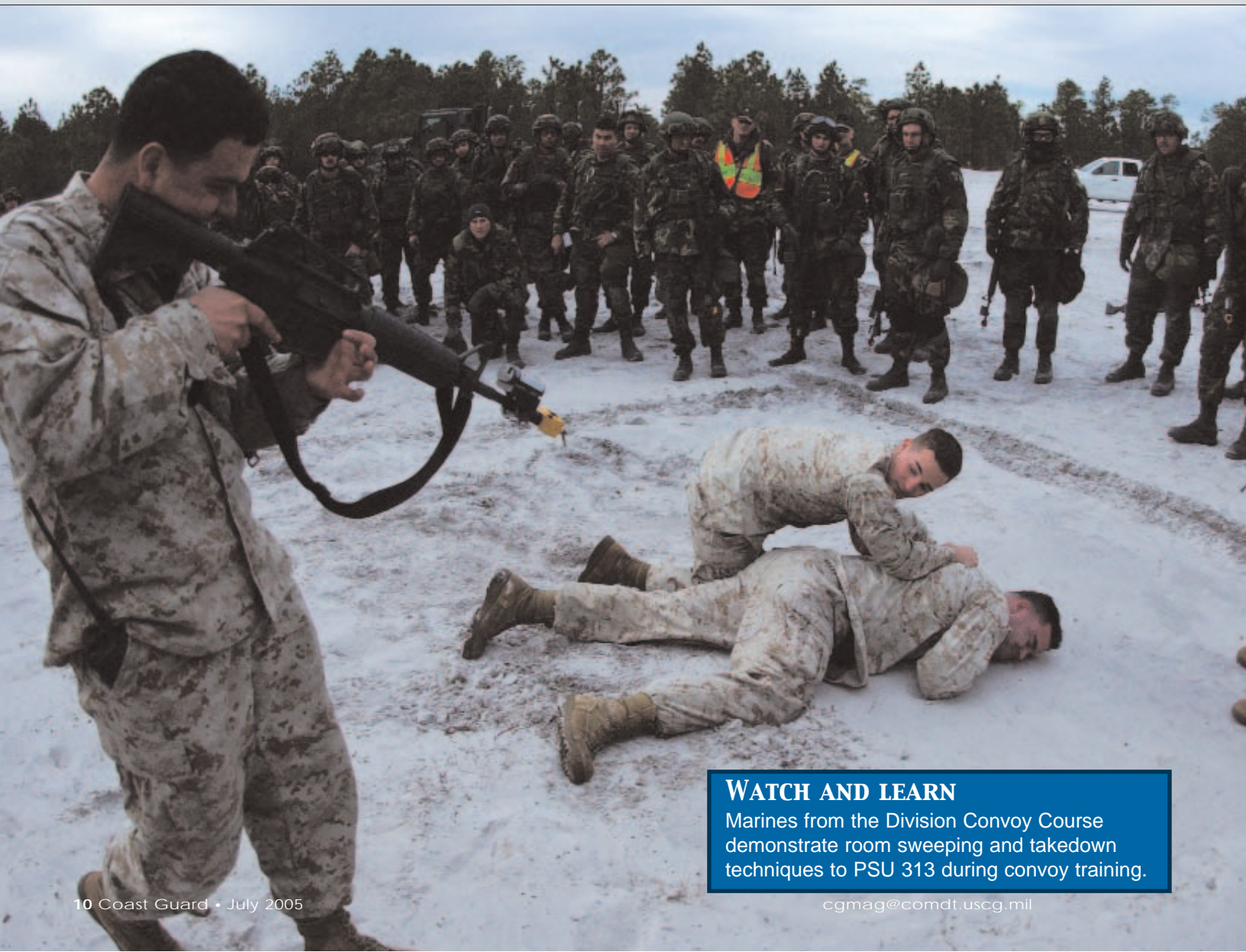
## Prepares Coast Guardsmen for overseas

Story and Photos by PA1 Alice Sennott, USCGR

One of the biggest threats to troops serving in the Middle East, or in any combat situation, is being attacked by the enemy during a convoy through hostile territory. You only have to watch the nightly news to see that another service member was injured or killed while traveling in a vehicle in the Middle East. While the Coast Guard may not have the exact same missions as the other services, its members are susceptible to the same kind of attacks while travel-

ing through hostile areas in a convoy situation. But now Port Security Units will receive convoy training while attending Tailored Unit Training Availability, Field Exercise Problem at Coast Guard Special Missions Training Center aboard Marine Corps Base Camp Lejeune, N.C.

"Convoy training was added in light of recent after-action reports from PSUs deployed to Iraq. Coast Guard PSUs deploy overseas to secure ports as part of the



### WATCH AND LEARN

Marines from the Division Convoy Course demonstrate room sweeping and takedown techniques to PSU 313 during convoy training.



# ng

## seas deployment

Navy's Harbor Defense Command. In the past, they have deployed to Kuwait Naval Base and convoyed to Um Kasar, Iraq, right behind the Marines," said Lt. Dan Tanguay, SMTC training officer. "There has been no convoy training available to us, until now."

The first unit to receive the training was PSU 313 from Tacoma, Wash.

"After PSU 313's deployment to Central Command Theater of Operation, where we arrived prior to the beginning of the war and continued to operate out of Kuwait for several months thereafter, we found we had to do some missions and tasks that hadn't been done by the PSU community before," said Cmdr. Rickey Thomas, PSU 313 commanding officer. One of these items was convoying vehicles and equipment in host nation countries and areas considered to be combat zones. Even more than us, our sister unit, PSU 311 of San Pedro, Calif., while in Kuwait with us, had to do more extensive convoy operations when their mission required movement into and out of Iraq."

The Marines from the Division Convoy Course, Division Training Center, taught the convoy training section of the TUTA-FEP. It includes a day and a half of classroom training, immediate action drills, and then a convoy where the unit is attacked by opposing forces from SMTC to test their knowledge and reactions to different scenarios. The advantage of having the Marines teach this course is that they have just returned from Iraq and Afghanistan and can offer real time scenarios as to what someone will face while traveling through these areas in a convoy.

"These were the guys-in-the-know, who had been there, done that and had the T-shirt," said Thomas. "Their quick two-day course was presented

in the most professional and understanding method for those of us that are used to getting our feet wet."

"It's important to share ideas and experiences," said Gunnery Sgt. Dennis O'Sullivan, convoy training lead instructor. "During convoy ops in Iraq and Afghanistan we experienced multiple engagements on a daily basis."

O'Sullivan and his staff teach the course using the crawl, walk, and run theory. During the first part of training, students attend class where instruction is provided on the different aspects of conducting a successful convoy. Students learn how vehicles are placed in a convoy to create the best security for the number of vehicles that will be participating in any given convoy. They also are instructed on the position security forces take in different vehicles and the appropriate reaction to a given situation. Some of the scenarios faced during a convoy involve improvised explosive devices. These can be a single device or a series of IEDs referred to as a daisy chain, which is designed to impact more than one of the vehicles in a convoy. Other threats include piano wire, which is usually strung between light poles and can decapitate or seriously injure troops that are positioned atop vehicles. Overpasses also are causes for concern when often, cans filled with explosives are dropped on the convoy.

While the former threats are obvious, there are many other not so obvious things that also can be a threat to the convoy. These include, but are not limited to: weather, cliffs, downed vehicles, crowds, children, jingle trucks and other local vehicles, herds of animals, terrain and urban situations. Other vehicles, civilians, or children looking for candy may inadvertently block, separate, or come between vehicles in the convoy. They may not purposely pose a threat, but can add to the deterioration of the convoy or make one or more vehicles more vulnerable to attack.

"Stopped vehicles are a target," said O'Sullivan. "But some of these scenarios you can't really prep for, like having 1,000 kids and donkeys in your way. It's important to coordinate with other military services in the area that can alert you to events or problems. Also, everyone in the convoy needs to know what is going on. Communication is very important."

Another important issue that a convoy must consider and be ready for is creating a tow plan; what is your plan of action if a vehicle breaks down? Are you pre-





pared to tow it? Create a time line. If it can't be fixed in five minutes, tow it. What about tires? The heat in the Middle East is extremely hard on tires and they are in short supply. Weather can cause vehicles to get stuck and create dangerous situations if the roads erode. Do you have the right jack for the vehicle? Do you have the right bolts for tires? Is there enough fuel for the convoy and a plan in place in the event that the convoy is delayed? Training suggests that the convoy be prepared with 96-hours worth of gear. This would include, but is not limited to, food, water, fuel, and ammunition.

"It's a good idea to use a convoy template," said O'Sullivan. "Success equals a standard operating plan. Figure out who will do what and let everyone know what's going on, from your highest to lowest man. Also, make sure everyone has a map. These issues are important because, in the event of an attack, if some personnel are injured or killed, the next person will know what to do to continue the convoy on its projected path."

During the next segment of training, the team took what they learned in the classroom and applied it to immediate action drills. Here the team rehearses their

plan before the convoy.

"This is like the rehearsal practice before the game on game day," said O'Sullivan. "During this training, the team builds muscle memory and everyone gets to know their role in the convoy."

Here the PSU breaks up into different sections: command component; quick reaction force; and main body. Each section has its specific job to create a successful convoy. The command component organizes the position of personal and specific jobs for team members. It is responsible for communication throughout the convoy. The main body consists of drivers and other essential personal in the convoy. The quick reaction force is the security for the convoy and positions itself throughout different vehicles in the convoy.

During the rehearsal, the quick reaction force learns security techniques to protect the convoy. During these drills, the quick reaction forces learn to assault through enemy positions by learning consolidation, bound forward, and prepare for attack techniques.

"We like to use the ACE method following an attack," said O'Sullivan. "This stands for ammunition, causality, and equipment. This allows the team to assess their





situation after an enemy engagement. After the team has dismounted from their vehicles and engaged in an attack, they consolidate the group and word is passed down the line to the squad leader as to the amount of ammo each person has, if anyone is hurt, and the state of their equipment. This allows the team to quickly redistribute ammo, call for appropriate medical help, and get an equipment report.”

The quick reaction teams also learn proper dismount, bound-back, and how to execute a bump plan from a vehicle. The dismount and bound-back are used while exiting and remounting the trucks, while the bump plan is used to redistribute personnel if a vehicle is taken out.


After the immediate action drills, the PSU is ready to begin the convoy from their base camp. During the TUTA-FEP training and convoy, all personnel wear Multiple Integrated Laser Engagement System gear. MILES is a training system that provides a realistic battlefield environment for personnel involved in training exercises. MILES provides tactical engagement simulation for direct fire force-on-force training using eye safe laser bullets. Each individual in the training exercise has a detection system to sense hits and perform casualty assessment. Laser transmitters are attached to each individual and accurately replicate actual ranges and lethality of the specific weapon systems. MILES requires a blank cartridge to discharge a laser transmitter, which sends a simulated laser bullet to kill or wound opposing forces during training exercises. When the laser beam hits a detector, the laser detector records a kill or near miss. The use of this system allows the instructors from SMTC to see how well the unit is doing during attacks.

Once everyone is in their perspective vehicle and

position, the convoy leaves base camp and begins its journey to a secondary camp called Combat Town. Here units will spend the night. Along the route, the convoy encounters a variety of scenarios from Opposing Forces that it must assess and evaluate with a proper response to the given situation. During the convoy, the unit encounters everything from sniper fire, ambushes, roadblocks, IEDs, and non-threatening encounters with personnel to test the skills they learned in the past few days. In each scenario, the unit must quickly determine the right course of action.

“As the first PSU to go through the convoy training, they performed better than expected,” said Lt. Bill Cassels, White Cell evaluator. “During the scenarios, the PSU deployed when necessary, confronted the enemy positions, and destroyed the opposing forces with fire and maneuver techniques. The convoy scenarios took place in the middle of 42 hours of constant land and waterborne attacks. They stayed sharp and responsive despite the extreme sleep deprivation.”

The convoy finally reached its destination and set up camp at a Combat Town. Here the team continued to be challenged with different scenarios from OPFOR until 0400 when they pack up and convoyed back to base camp.

“This was PSU 313’s first formal convoy training, but now that we have received the basics and with the course information provided, it will certainly become part of the unit’s future training plans,” said Thomas. “For our sister units scheduled for TUTA/FEP, I strongly suggest they make the convoy training as part of their package. It was most beneficial.” 

## THUMBS UP

*Left:* ET3 Gregory Sharpes gives the thumbs up to indicate the security force is ready to move out during part of their convoy training at Coast Guard Special Missions Training Center, Camp Lejeune, N.C.

## THUMBS UP

*Right:* SA Michael Vanrenterghem takes the prone position during a simulated attack on his unit’s convoy.



# NEW TECHNOLOGY INCREASES SECURITY OF SHIPPING



## **TIGHT SQUEEZE**

The integrated tug and barge Coushatta and the Caroline Guidry, travel in the narrow and congested waterways of the Houston-Galveston Ship Channel.

**Story and photos by CWO Adam Wine, PADET Houston**



# INCREASING SAFETY AND TRAFFIC



**Glancing at his radar and making a quick scan of the horizon, Captain Kenneth Orgeron, skipper of Kirby Marine's integrated tug and barge Caroline Guidry, checks to see who is moving in the channel.**

**Grabbing the microphone, Orgeron keys in, "This is the Caroline Guidry, Houston Traffic. Over."**

**A crackly voice replies, "This is Houston. Go ahead, Caroline Guidry."**

**"Roger, Houston Traffic. We are leaving Gulf Coast Waste with a 180-foot empty red-flagged barge heading for the San Jac."**

**The crackly voice replies, "Go ahead Caroline Guidry. You are cleared of traffic in your area."**

**A**s the Caroline Guidry begins its journey, it will travel along one of largest concentrations of petrochemical industry and maritime traffic in the world. The Port of Houston is the largest port in the nation for foreign tonnage and its ship channel winds for about 53 miles, from the turning basin near downtown Houston, through Galveston Bay and into the Gulf of Mexico.

The management and responsibility of overseeing the daily safe movement of all this traffic lies with the controllers at the Coast Guard Vessel Traffic Service Houston.

.....

Until recently the controllers manually tracked the ship channel traffic, using a radio, closed-circuit television cameras and radar. But on March 18, the VTS evolved the way it operates by implementing two interactive systems: the Automatic Identification System and the Port and Waterways Safety System. These two systems combined with the Distant Early Warning line project significantly extend the distance at which the Coast Guard can detect ships approaching U.S. waters, and also has increased the nation's

maritime safety and security.

The AIS is composed of a VHF radio, a Global Positioning System and a Minimum Keyboard Display, with a digital text display showing data of the six closest vessels. Similar to the black box carried by aircraft, the AIS continuously transmits a ship's position, course, speed and identification.

This information is continually updated and received by all AIS-equipped vessels in its vicinity," said Cmdr. Edgar Wendlandt, Chief of the Vessel Traffic Services Division. "An AIS-based VTS reduces the need for voice interactions, enhances mariners' ability to navigate, improves their situational awareness and assists them in the performance of their duties, thus reducing the risk of collisions."

.....

The AIS will eventually allow VTS controllers to send text messages and broadcasts to mariners, and will enable the controllers to send a message to all mariners, a select group of mariners or just a single ship.

PAWSS is a computer system that displays the AIS signals. The system is real-time and more accurate

#### AIS Capability - 2004



#### AIS Capability - 2005+





than the previous system, significantly reducing controllers' workload, while also improving the overall accuracy of the system and enhancing maritime domain awareness.

Extending the DEW line is part of the President's plan to extend out borders and key to the nation's maritime defense.

The Coast Guard is leasing offshore communication towers to increase the detection range of the AIS. These offshore sensors will allow VTS controllers to monitor all AIS-equipped commercial ship traffic operating within 80 to 200 miles off the U.S. coast.

Prior to the use of AIS the Coast Guard's monitoring and detection capability ended at the channel entrance buoys, approximately five miles off shore. The additions of offshore towers will expand monitoring capability throughout the Gulf of Mexico from Brownsville, Texas, to Pensacola, Fla., and eventually the entire U.S. coast.

VTS Houston is spearheading the development, use and integration of the offshore AIS sites.

"We presently have three AIS towers in our system," said Lt. Cmdr. Ron Schuster, executive officer of VTS Houston. "They provide us with real time GPS shipping data."

A major goal of the new technologies is to provide VTSs the ability to gather and disseminate information without adding an additional operational burden to the mariner. The development of AIS and PAWSS has allowed the Coast Guard to meet the need for increase ship traffic management in ever busier port complexes around the nation, such as in Port Arthur and Corpus Christi, Texas.

The Coast Guard has a statutory responsibility under the Ports and Waterways Safety Act of 1972, Title 33 USC 1221, to ensure the safety and environmental protection of U.S. ports and waterways. The PWSA authorizes the Coast Guard to

"...establish, operate and maintain vessel traffic services in ports and waterways subject to congestion." It

also authorizes the Coast Guard to require the carriage of electronic devices necessary for participation in the VTS system. The purpose of the act is to establish good order and predictability on U.S. waterways by implementing fundamental waterways management practices.

In 1996, Congress required the Coast Guard to begin an analysis of future VTS system requirements. Congress specifically directed the Coast Guard to revisit the VTS program and focus on user involvement, meeting minimum safety needs, using affordable systems, using off-the-shelf technology, and exploring public-private partnership opportunities. Most recently, the Maritime Transportation Security Act of 2002, included provisions that accelerated the schedule requiring mariners to carry AIS.

The Maritime Transportation Security Act of 2002 requires certain commercial vessels, both U.S. and foreign-flagged, to install and use AIS. The regulations are part of the International Convention for the Safety of Life at Sea, an effort to increase the security and safety of maritime transportation.

"We have led the way on various international fronts for acceptance and adoption of AIS," said Wendlandt. "We have conducted or participated in extensive operational tests of several AIS precursors. The most comprehensive test bed was the Lower Mississippi River."

The changes in VTS tech-

## PICK YOUR STYLE

Below: There are many different types of AIS equipment available for mariners for participation in the AIS program.







nology and the expansion of the DEW line is in many ways a return to the Coast Guard's original missions. In 1790, Congress established the Revenue Marine Service to enforce tariffs, prevent smuggling and combat piracy. The Coast Guard is evolving from a strictly waterways safety manage-


ment service to a key component of the nation's maritime security.

.....

"The VTS is the eyes and ears of the captain of the port and a huge part of maritime domain awareness," said Lt. Cmdr. Ron Schuster, executive officer of VTS Houston. "Our focus is on prevent-

ing terrorists from using our waterways as a means of attack, a target and an avenue of smuggling.

.....

The key to keeping our waterways safe is early detection and prevention, and the evolution of the VTS is a vital part of that process." 



## EYE ON SECURITY

*Left:* BM1 John Witterschein, a controller at Vessel Traffic Service Houston, manages maritime traffic on the Houston-Galveston Ship Channel Feb. 11. Until recently the controllers manually tracked the ship channel traffic, using the radio, closed circuit TV cameras and radar. On March 18, VTS Houston evolved the way it does business with the use of two inter-active systems; the Automatic Identification System and the Port and Waterways Safety System.

## TUGGING AWAY

*Above:* The integrated tug and barge Coughatta and the Caroline Guidry, travel in the narrow and congested waterways of the Houston-Galveston Ship Channel. The Port of Houston is the second largest petrochemical complex in the world. Approximately 700 ships transit the Houston-Galveston Ship Channel each day.



# A sentence worth

**“The Coast Guard is comprised of great men and women who are incredibly positive role models with impeccable work ethics. Each time we've worked with them on an intervention, the results have been stellar, and we are confident this time we will be equally successful with Adam.”**

**—Judge Glenda Hatchett**

Story and Photos by PA3 Susan Blake, ACT New York and James McGranachan, PADET New York

Shelaine Black knew she had to intervene when her 15-year old son, Adam Reid, began getting into trouble. So, she emailed TV courtroom Judge Glenda Hatchett and asked for some assistance. The producers of the show responded, and Adam had to face Judge Hatchett. The judge “sentenced” Adam to do some “hard time” with the Coast Guard Auxiliary.

Adam reported to the Tottenville Marina, in Staten Island, N.Y., to satisfy his “sentence” aboard the Auxiliary boat Lady B. When he arrived, he was introduced to Seaman David Simonds of Activities New York. Adam was led to believe that Simonds was another troubled youth, when in fact the Coast Guardsmen was there to lend a hand.

Under the supervision of BM3 Chris Taylor, Station New York, the show followed the two young men as

they prepared the Lady B to get underway.

Stew Sutherland, the captain and owner of the 82-foot Lady B explained, “There’s a lot of maintenance and heavy lifting that needs to be completed before we cast-off. For instance, we’ll send Adam into the two-foot high crawl space below the galley and have him insert several 50 pound ballast blocks to balance out the boat.” Adam and Simonds also scrubbed the port side of the vessel.

By noon it was time to start the engines and cast off. It was also time to reveal Simonds true identity. Simonds explained to Adam that he was once a troubled kid. He shared his insights with Adam and recounted how he turned his life around.

On patrol, Taylor kept a watchful eye on Adam. Taylor and the auxiliaries instructed him on crew



## THE DAY'S LESSON

*Left:* Reid listens intently as Auxiliarist Donald Lloyd explains sophisticated chartering equipment and how it is used.

## THE BEGINNING

*Right:* Seaman David Simonds shakes hands with young Adam Reid before getting underway on the auxiliary vessel Lady B. The production crew from the Judge Hatchett Show taped this segment for an upcoming episode of the daytime courtroom television reality show.



# h remembering

responsibilities and various aspects of seamanship.

"I think it's great to be involved in a show that makes a difference in the lives of young people," said Taylor. "Today we hope to convey the importance of teamwork, reliability, and responsibility to a young person whose family is reaching out for assistance."

The Lady B met a 41-foot patrol boat just inside the Verrazano-Narrows Bridge on the Staten Island side of the harbor to conduct training. This break in the patrol mission for training helps the Coast Guard and the Auxiliary prepare for emergency situations and builds camaraderie.

For countless auxiliary volunteers, security patrols in the air or afloat is a part of their regular lives. Last year the Coast Guard Auxiliary logged more than 644,498 volunteer hours.

Adam boarded the 41-footer to get a first-hand look at Coast Guard teamwork in action. He watched intently as the crewmen prepared the heaving lines to throw over to the Lady B. He began to understand how their skill and precision from hours of practice would payoff in the event of a real-world situation.

After training with the patrol boat crew, it was off to the Marine Ocean Terminal at Bayonne for a quick break, some fellowship, and of course, food! Unknown to Adam, while at the dock, his mother was brought aboard.

It was now time for the Lady B to return to its home-port. It was a full day for Adam — standing a bow watch, working the lines, learning navigation, training with Coast Guard personnel, and finally taking the helm.



The wheelhouse provided Adam with a panoramic view of the harbor. Adam was given a briefing on the bridge and then took the helm. It was the culmination of a day of training that ended with the ultimate responsibility, setting a steady course and sticking to it.


To take control of the helm of the Lady B, formerly the CGC Point Brown, was a rare opportunity for any young person.

As Adam grew more confident at the wheel, his mother was brought up to the second deck to look in on him.

Adam's mother Shealine enjoyed meeting and learning about the auxiliaries who were helping her son. On the mess deck near the end of the patrol, she thanked

some of the tired volunteers, explaining, "I did not know about such a group. You come out here and work for nothing except your country. You are good people and I'm glad my son has met you. It's so inspiring to see all these volunteers working together, trying to make a difference."

Satisfied with the footage, the producers, cameramen and sound technicians relaxed and put their equipment down. The sun had set, there was chill in the air, and they had been on their feet for more than 12 hours.

For the Lady B it was another successful mission. Sutherland hoped that Adam had a positive experience with the Coast Guard Auxiliary. 

## CLEAN MACHINE

*Right:* BM3 Chris Taylor directs Adam Reid and David Simonds as they scrub down the hull of the Lady B as part of its regular preventative maintenance as the camera rolls.

## PRACTICE

*Below:* Crewmembers on the Lady B secure a tow line on the bow during a training evolution with a 41-foot patrol boat.







# MSST K-9 Team Add

Story and photos by PA3 Mariana O'Leary, PACArea

**M**ax and Hawk are pretty typical Coast Guardsmen in many ways. They recently transferred to a new unit, the Maritime Safety and Security Team 91105 in Alameda, Calif.

It's a busy place. Their crew depends on them to work long, unpredictable hours, and be on call at all times. But, they don't complain because they do get plenty to eat and the benefits are great. Not only that, the job is full of adventure, and they're young and up for anything. Oh yeah, and they love playtime. Sound familiar?

Max and Hawk are in fact dogs; highly trained explosive-detecting yellow labrador retrievers to be exact. They and their human counterparts, Petty Officer 3rd Class Sandor Csitar and Petty Officer 1st Class Chris Leonard make up the Canine Substance Detection Team as part of MSST 91105.

After graduating from the intensive 16-week U.S. Customs and Border Protection Canine Enforcement Training Center at Front Royal, Va., in December, the team is hard at work sniffing for explosives and patrolling the piers, ferry terminals, and tourist-laden

thoroughfares of the Bay Area.

With a labrador's ability to sniff, or register smells, for traces of explosives upward of 350-times per minute, they make ideal explosive-detection dogs. "These dogs are trained for one purpose only," said Leonard. "They find explosive devices. They aren't attack dogs or drug dogs. We use them as a tool to help us keep the ports and waterways safe."

While the team has an amazing ability to adapt to their surroundings can repel from helicopters, respond to bomb threats, board ships and even unobtrusively search people the ever-changing working environment demands constant training and preparation.

"The dogs have to be exposed to many different environments to make them effective at detection," said Leonard. "They can't be trained to find a substance in an open field every day for a year and then be expected to effectively search a crowded building full of people."

To Max and Hawk it's all fun and games. "He doesn't know he's looking for explosives," said Csitar.

"His reward is playtime," Leonard added. 



## TRAINING TIME

*Left:* GM1 Chris Leonard of Maritime Safety and Security Team 91105 based in Alameda, Calif., does a little training with Max, April 15, near the Alameda Ferry Terminal.

*Right:* Coast Guard BM3 Sandor Csitar and Hawk do a little area familiarization training near the Port of Oakland, April 15.



# Their Two Scents



# TURNING UP THE

Story and photo by PA2 Shawn Eggert, CGA

A team of Coast Guard Academy cadets traveled seven miles of obstacles and wet, muddy forest trails April 30 during the U.S. Military Academy's Sandhurst competition at West Point.

The cadets began their trek at 7:10 a.m. as a light rain began to fall over the thickly wooded hills. They had three hours to complete the course that included rifle and grenade ranges, medical, gas mask, and communications stations, and a 12-foot wall.

"The 2005 Sandhurst Competition was the toughest one yet," said Second Class Cadet Phillip Baxa. "This was my third competition and they seem to get more challenging every year. But the Coast Guard Academy never ceases to impress the heck out of everyone."


The squad excelled at the nautical trials where they earned a perfect score in the boat launching and performed well while crossing a river with a one-rope bridge. From the river, the cadets began an uphill crawl through a large drainage pipe that ran beneath the 9 west Highway. Speed and determination then helped the team pass up the squad from the Virginia Military Institute on their way to the final obstacle on the course.

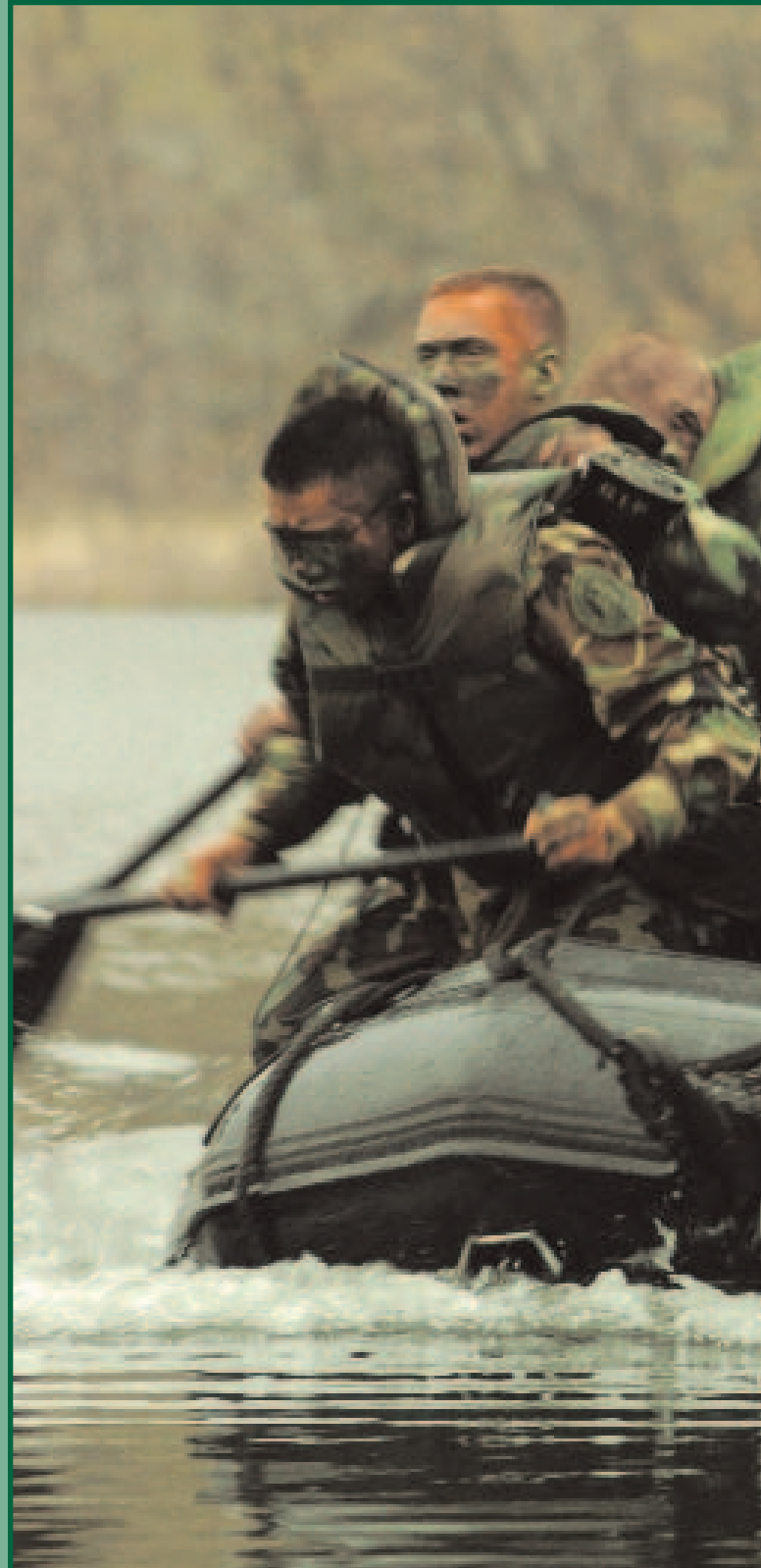
The competition required the weary competitors to carry a set of heavy weapons and three "injured" soldiers around a 100-yard circuit path before making the final run to the finish line.

"The team worked extremely hard to prepare for this competition," said First Class Cadet Gordon Hood, the team's squad leader. "Everyone had an incredible amount of enthusiasm, and despite the challenges, had a great deal of fun throughout the event. Participating in Sandhurst has been one of the most enjoyable aspects of being here at CGA over the past four years because of the enthusiasm, teamwork, and camaraderie developed in the months of training."

After finishing the course in two hours and 39 minutes, the Coast Guard did not place, but that did not matter to the team or the group of Academy staff, other cadets and family who cheered them on along the course.

The 2005 Sandhurst competition was won by the Canadian Royal Military Academy.

"Sandhurst isn't about some trophy or award," said Baxa. "It's about the person next to you and completing a crucible that most people couldn't. It's about turning up the intensity during a tough situation, and being able to tone it down and enjoy life when it's all over." 



# THE INTENSITY

## WATER TEST

The Coast Guard Academy team propels through the water during the boat launch event at West Point's Sandhurst competition.





# 2004 Coast Guard Elite Athlete of the Year

By CWO Harry George III, CGES-GWPX

Lt. Kerry Karwan, who is stationed at Marine Safety Office Houston-Galveston is the Coast Guard Elite Female Athlete of the Year. Karwan has been one of the best female volleyball players in the Coast Guard for the last ten years. In 2004, for the fourth consecutive year, she was selected to participate in the Armed Forces Volleyball competition as part of the Navy's Women's Volleyball Team. Although the Navy team finished third in Armed Forces competition, Karwan was selected to compete on the Armed Forces All-Star Women's Volleyball Team, representing the United States Military in the Conseil International du Sport Militaire Volleyball Championships held in Kingston, Canada. Standing 5-feet 6-inches tall, Karwan earned a starting front row position on the U.S. Armed Forces Team, earning a Bronze Medal as the United States team finished third behind Italy and The Netherlands.

Karwan also gives her free time back to her local community. She has been an active supporter of a

Houston area food bank and every week for the last three years she has volunteered and tutored elementary school children in a local school.

CWO Christopher Whitlock, who is stationed at the Personnel Command, is the Elite Male Athlete of the Year. Whitlock has distinguished himself in triathlon competition. By

many accounts, Whitlock should not be alive. In October 2001, his active lifestyle came to an abrupt end after he broke his back in a swimming accident. While in the hospital for three months, complications nearly took his life and his doctors advised him that even walking normally might be impossible. Almost three years to the day later, Whitlock competed as part of the Coast Guard team in the Ironman Triathlon World Championship, held in Kona, Hawaii. Although the Coast Guard Team finished fifth among the Service's teams in the grueling 2.4-mile open ocean swim, 112-mile bike ride, and 26.2-mile marathon, Whitlock finished eighth out of the fifteen military team members. He was the first Coast Guard Team finisher with a time of 10:50:53 and he finished 417th overall out of more than seventeen hundred competitors.

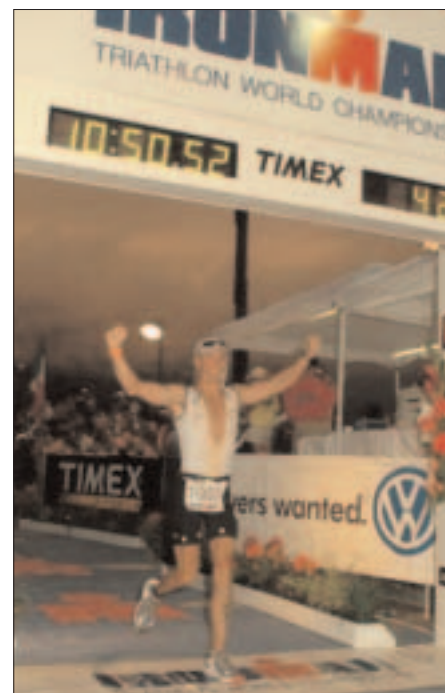
Whitlock projects an image of the ideal Coast Guard person going well beyond his accomplishments in his military duties and in the athletic arena. Whitlock has coached and motivated young athletes, both military and civilian, encouraging them to reach their potential in both athletics and in their overall personal well being.

Whitlock's current community outreach efforts include time spent counseling others on the ill effects of alcohol abuse and other potentially harmful addictions. He has volunteered his weekends to serve food and other needed goods to less fortunate citizens at local homeless shelters.



Lt. Kerry Karwan practicing volleyball.

PHOTO BY PA3 ANDREW KENDRICK, PADET HOUSTON



CWO Christopher Whitlock finishing the 2004 Ironman Triathlon in Hawaii.

PHOTO BY ACTION SPORTS INTERNATIONAL



PHOTO BY PA3 ADAM EGGERS, D13

### Housing

Some Coast Guard-leased housing is available. While housing costs within the city are high, suburban area homes are significantly cheaper.

### Facilities

ISC Seattle has an indoor recreational facility with basketball, racquetball, tennis courts and a weight room. There is also an exchange on base. Larger military exchanges, commissaries and hospitals are about 30 miles away.

### Weather

Seattle weather is fairly predictable and mild. Expect upper 60s to mid-80s in the spring and summer, with very little moisture. In the fall and winter, the moisture level dramatically rises with temperatures ranging from the upper-30s to mid-60s.

### Education

Seattle has a number of colleges and universities, such as the University of Washington, Seattle Pacific University, Pacific Lutheran University, University of Puget Sound and many smaller community colleges.

## Greetings from Station Seattle

"Revere our history. Honor our traditions. Add to our legacy. Serve the community, the nation, the Coast Guard and our shipmates."

Those words begin the command philosophy at Station Seattle, Wash., located on Pier 36 at the Integrated Support Command Seattle. The crew is comprised of two officers, one chief petty officer, 39 enlisted, nine enlisted reservists serving on active duty, and a crew of 13 enlisted reserves. Station Seattle is equipped with three 41-foot utility boats and four 25-foot response boats.

The 64 Coast Guardsmen assigned to Station Seattle are tasked daily with the responsibility of homeland security and other maritime service missions.

Seattle, also known as the Emerald City, is known for its respect and friendly attitude towards the area's Navy, Army, Air Force and Coast Guard personnel.

Most of Seattle's Coast Guard personnel live in the surrounding metropolitan area, which is home to more than a million people. Other personnel live on nearby islands in Puget Sound and commute to their unit by ferry. A Washington State Ferry terminal is approximately a 15-minute walk from ISC Seattle.

The metropolitan Seattle area offers an extremely wide range of activities to suit most anyone's ambition. The area is also home to three professional sport teams. Station Seattle is a short walk to the new home of the

Seattle Mariners baseball team; SAFECO Field, and the National Football League's Seattle Seahawks play across the street from the Mariners, at their new stadium; Qwest Field. Near the famous Space Needle, the National Basketball Association's Seattle SuperSonics run the hardwood at Key Arena. There are also more than a half dozen scenic golf courses just a short drive from downtown.

Western Washington is home to the beautiful Cascade and Olympic mountain ranges, many pristine lakes and long, flowing rivers. The Puget Sound and its surrounding areas are well known for their ample opportunities for skiing, snowboarding, hiking, rock climbing, boating, sailing, water skiing, hunting and fishing. Downtown Seattle is home to multiple museums and cultural centers, as well as the Seattle Aquarium, Pioneer Square and the famous fish-tossing merchants at the Pike Place Market.

As a multi-mission station in a high-traffic port, Station Seattle stays busy and makes for an exciting tour of duty for all assigned personnel.

The Station's command philosophy attempts to summarize the attitude at Station Seattle and ends with, "Exercise often; Keep your sense of humor; Play fair; Have fun. When things get too tough or too difficult, Cowboy up!"

By Lt. Matthew Baer, Station Seattle

**Check out Coast Guard career opportunities! Call 877-NOW USCG**